

Lewiston

Auburn

Comprehensive

Transportation

Study

1997-98

**Unified
Planning
Work
Program**



Approved by LACTS Policy Committee May 22, 1997

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INTRODUCTION

The purpose of this Unified Planning Work Program (UPWP) is to describe the transportation planning process in the Lewiston-Auburn area in light of the particular problems and opportunities the area faces. Federal legislation and regulations govern, as well as fund, the activities of the Lewiston Auburn Comprehensive Transportation Study (LACTS). LACTS is a Metropolitan Planning Organization (MPO), and is one of over 300 such organizations in metropolitan areas with over 50,000 urbanized population, nationwide.

The LACTS is made up of elected and appointed officials from the cities of Lewiston and Auburn and the towns of Lisbon and Sabattus. Other members of this MPO include the Maine Department of Transportation and the Androscoggin Valley Council of Governments. Non-voting members include: the Androscoggin County Chamber of Commerce, the Lewiston-Auburn Transit Committee, the Maine Turnpike Authority, Western Maine Transportation Services, Region 7 Transportation Advisory Committee and the four modal administrations of the U.S. Department of Transportation.

This UPWP is intended to serve the following purposes:

Describe the technical and administrative activities to be undertaken by LACTS in FY 1998;

Constitute the Scope of Work of an AGREEMENT between LACTS and MDOT for the transfer of FHWA "PL" funds, authorized by 23 USC104f for carrying out the planning process required by 23 USC134, used to finance a major portion of the work to be performed;

Constitute the Scope of Work for the Section 8 and 9 grants from FTA; and

Identify functional and financial responsibility for carrying out individual tasks.

Format

The following format will be used to describe the planning tasks set forth in this UPWP:

TASK TITLE

OBJECTIVE

sets forth the purposes of the task

PREVIOUS WORK

delineates prior efforts related to the task

PRODUCTS

delineates anticipated results of the task efforts

METHODOLOGY

summarizing activities and procedures expected to be involved in completing the task

FINANCIAL

RESPONSIBILITY

identifies the sources of funding for each task

**FUNCTIONAL
RESPONSIBILITY**

identifies the entities responsible for carrying out the planning tasks and the amount of resources allocated to each entity

Transportation Issues For FY 1998

Before defining the LACTS work program, the issues which the program intends to address need discussion. These issues emerge from two primary sources: the accumulation of state and federal mandates as expressed in legislation, regulation, executive policies, and comments made by state and federal agencies over the years; and internally identified problems noted by member municipalities and agencies and their staffs.

THE FUTURE OF TRANSIT IN LEWISTON-AUBURN

Public transportation in Lewiston-Auburn, as well as the nation, is at a cross roads. With increasing costs and decreasing revenues, residents of the twin cities are in danger of losing their fixed-route service. The Cities of Lewiston and Auburn have had to contribute an increasing share of the dollars to offset the system's operating deficit because the State of Maine and the federal government have been decreasing their real dollar contributions. The number of users of the system has also continued to decline with current ridership at historically low levels.

In the Fall of 1996, a joint workshop of the Lewiston and Auburn City Council's was held to discuss the future of the Lewiston Auburn Transit Committee (LATC) service. While the Councilors generally expressed support for continued funding for The Bus, the support was not unanimous and it was with the understanding that system improvements recommended in the 1995 LATC Fixed Route Study would show some ridership improvements. It was with the further understanding that operating deficit increases would be held in check. Other services, such as commuter services in Lisbon and the BIW Express, are funded only on a trial basis with no funds earmarked in future years.

At the same time the local fixed-route services have been having its troubles, other transit and paratransit providers in the state are also experiencing, sometimes, wrenching change. Other transportation services operated in the area by Community Concepts, Western Maine Transportation Services- Pine Tree Transit and Tykes Inc. have experienced a significant reduction in funds available because of changes in the Medicaid reimbursement program. These changes caused Western Maine to separate their rural transit delivery from their Medicaid services.

With this work program, LACTS will enter into the development of a Transit/ Passenger Movement Plan, that will consider the myriad issues confronting public transit and passenger travel today. The study will call for the establishment of a transit subcommittee to help evaluate resources, needs and transit services to ensure that public transit is being met in the most cost-effective manner. The study will also look at all forms of non-automobile passenger transportation, including necessary local connections to the statewide passenger system outlined in the State of Maine Strategic Passenger Plan.

CLEAN CITIES PROGRAM

"Clean Cities" is a locally-based government/industry partnership, coordinated by the US Department of Energy, to expand the use of alternatives to gasoline and diesel as vehicle fuels. It facilitates an effective

strategy, carried out at the local level, for creating a sustainable, nationwide alternative fuels market. Among others, these fuels include compressed natural gas, hydrogen fuel cells, electric and propane.

While the Lewiston- Auburn area is not federally required to adopt strategies of a clean cities plan- including developing commitments to convert gasoline and diesel powered fleets to alternative fuels- this process is an opportunity to develop a market for alternative fuels. As the market grows, the cleaner burning alternative fuels should assist in maintaining the National Ambient Air Quality Standards in Planning Area 2 and the recently achieved maintenance status for Androscoggin and Kennebec Counties. The area will also benefit from the positive exposure of being designated "clean cities".

Every year the United States increases its dependence on imported oil- increasing the trade deficit, costing jobs, and potentially undermining national security. Moreover, emissions from vehicles are the single largest contributor to air pollution in the Lewiston Auburn area. The clean cities program hopes to work towards solving both of these problems.

Representatives from Greater Portland are currently completing a clean cities plan for that area representing the first area of Maine to go through this process. Maine is behind much of the rest of the country ,however, with hundreds of cities/areas nationwide having been designated clean cities. The Lewiston Auburn area should take advantage of Portland's effort and geographically enlarge the area of Maine covered by this program. This would effectively increase the market for alternative fuels, making it more cost effective to develop alternative refueling facilities, particularly for compressed natural gas.

The description in Task 13 outlines the approach that this effort will take.

LONG RANGE TRANSPORTATION PLAN- 2020 VISION

In order to comply with current federal regulations that call for MPO's in non attainment areas to update their long range plans at a minimum of every three years the LACTS plan needs to be updated by November 1998. By federal regulation and practice, the nature of the update is at least somewhat flexible. The minimum reasonable update should reexamine the policies and programs to see if they are still valid after three years, and provide an opportunity for members of the public to be involved and comment on the plan. LACTS should also incorporate passenger and freight transport strategies that are defined in studies also taking place this year.

However, this update presents community leaders with an opportunity to refocus their vision of what the area should look like in the year 2020, particularly the role of the transportation system in working to fulfill this vision. The arterial circumferential roadway, an expanded freight rail infrastructure, improvements at the Auburn-Lewiston Airport and a network of trails are a few of the possibilities, discussed in past plans, that would contribute to the area's prosperity, and livability.

CONSIDERATION OF FREIGHT MOVEMENT

As the name implies, ISTEA goes beyond the traditional highway/transit focus in transportation and requires that all modes and the linkages between them be considered in the planning process. ISTEA elevates goods movement into the main-stream of the MPO planning process. Section 450.312 of the Metropolitan Planning Regulations specifically indicates that:

"the development of the plan and the TIP shall be coordinated with other providers of transportation, e.g. sponsors of regional airports, maritime port operators, rail freight operators, etc."

In FY 96 LACTS began a Freight Movement Study. A survey was conducted jointly with RTAC 7 to collect movement data in and around western Maine. It is now time to continue with the second stage of this study.

In FY 98 LACTS will complete the freight movement plan which will attempt to tighten the connection between the movement of goods and people in the metropolitan area. This plan will consider strategies to improve the safety, efficiency and mobility of goods and examine access to international border crossings, ports, airports, intermodal facilities and freight distribution routes. This study should also assist in roadway prioritization for TIP funding as it relates to these.

INTERMODAL ACTION PLAN FOR AREAS SURROUNDING EXITS 12 AND 13

It has long been the goal of the LACTS MPO to integrate the Turnpike and its fourth "motorized" bridge crossing of the Androscoggin River into the urban transportation system. Integration will occur as new modal connections are made, and "inter" city and "intra" city transportation systems are linked. The areas surrounding Exits 12 and 13 of the Maine Turnpike are ripe for intermodal efficiencies including: Danville Junction, Kittyhawk Industrial Park, Lewiston-Auburn Airport, Lewiston-Auburn Railroad, St. Lawrence and Atlantic Railroad, Maine Central Railroad, the Lewiston-Auburn Bikeway, Lewiston's Industrial Parks and park and ride lots at Exits 12 and 13.

The 1995 Alternative Modes Feasibility Study of the Maine Turnpike identified Exits 12 and 13 areas as intercity connection points and proposed the:

"creation of local 'transport' or 'intermodal' service centers that will serve as passenger junctions for modal or bus-to-bus transfers at safe, convenient and accessible locations throughout the area. These transfer centers would offer radial, inbound and intercity movement and would be timed to compliment the hub-and-spoke fixed-route system in Lewiston-Auburn."

The intermodal action plan will coordinate state, regional and local plans for highway, rail, inter- and intra-city bus, bicycle and pedestrian facilities. The plan will focus on the need for intermodal transfer facilities that support existing or proposed transportation services.

Also of interest this year will be the investigation of rideshare opportunities in and around the metropolitan area. The concept of "transport" or "intermodal" service centers at Exits 12 and 13 provide an excellent opportunity to begin this investigation. These service centers may provide the necessary link for many commuters who either live or work in the metropolitan area and require some travel along the Maine Turnpike and/or parallel corridors.

A similar program exists in Southern Maine and is enjoying enough success that a vanshare program is now being investigated. The southern Maine program will undoubtedly provide valuable information as this area continues to look at and implement various alternative modes of transportation.

PROGRAM SUPPORT AND ADMINISTRATION

This series of tasks cover those organization activities that are ongoing and /or routine in nature.

TASK 1 - PROGRAM ADMINISTRATION

OBJECTIVES

- To provide administrative direction of the LACTS Planning Program, staffing for the LACTS Policy and Technical Committees and Lewiston-Auburn Transit Committee, staff attendance at regional and statewide transportation meetings, staff attendance at Maine Transit Associates meetings, LACTS Policy and Program Development and normal administrative duties including TIP, UPWP and Bylaws amendments.
- To respond to changing state and federal laws and regulations as they apply to the LACTS communities. Staff shall ensure regulatory compliance of the LACTS program. Staff will provide input into the regulatory process as directed by the LACTS Policy Committee. Staff will develop new local policy to comply with new federal and state initiatives.
- To administer Requests for Qualifications (RFQs), Requests for Proposals (RFPs), the consultant selection process, contract development, administration and oversight of all consultant work identified in this Unified Planning Work Program.
- To inform the public, both individual citizens and groups, about the LACTS transportation planning program.

PREVIOUS WORK

Program Administration is an ongoing LACTS and AVCOG function.

PRODUCTS AND ACTIVITIES

1. Revisit Organizational Bylaws - Sections on membership, appeals procedure, public participation, etc.
2. Develop Scope of Works, RFQs, RFPs, Contracts, etc.
3. FY 1999 UPWP
4. Quarterly Reports to MDOT on PL and FTA funded activities
5. Coordination with the MDOT 6 year and 20 year plans
6. Staff representation at LACTS, LATC and CABPAC meetings
7. Staff representation at local, regional and statewide transportation related meetings
8. TIP, LRTP and UPWP Amendments
9. Policy and Position Statements regarding state and federal regulatory development as deemed appropriate
10. Public Information and Affairs- including assisting committees with public information/education efforts and developing a LACTS informational brochure

11. LACTS Library Administration
12. Staff coordination with the RTAC Planning Process
13. Attend workshops and meetings regarding administrative changes and
14. Soliciting public comment and input on transportation planning activities through public information meetings both hosted and attended by LACTS

METHODOLOGY

Development, oversight and administration of the consultant studies listed in this UPWP will be accomplished through the Technical Committee framework. Development, oversight and administration of FTA funded tasks and consultant studies, policy and position statements, public participation involvement, TIP, UPWP, LRTP, bylaws amendments are accomplished under the Policy Committee framework. All activities to be performed on behalf of the LATC will be accomplished under the LATC. LATC activities will be forwarded to the LACTS Policy Committee where it will be reviewed for conformity to the LACTS Long Range Transportation Plan.

Funding	Program Administration	Responsibility	
FHWA "PL"	\$48,000	IN-HOUSE	\$75,000
FTA 5307		CONSULT.	
FTA 5303	\$12,000	CAPITAL	
MDOT	\$12,000	MDOT	
AVCOG	\$3,000		
LEW			
AUB			
LIS			
SAB			
OTHER			
TOTAL	\$75,000		

TASK 2 - FTA GRANTS MANAGEMENT

OBJECTIVE

- To provide ongoing administrative oversight and technical support for various transit services in the Lewiston- Auburn area, including the BIW Express and the Lisbon Commuter Service. This includes CMAQ and FTA Section 5307 (formerly Section 9) grants management, required reporting of the service(s), ridership and costs to MDOT, and procurement of capital and/or services.
- To draft all Section 5307 FTA Planning, Operating and Capital Grants. Assist HBL/ LATC, WMTS and other transit providers in the procurement of buses and other capital equipment. Provide technical assistance to Hudson Bus Lines as it relates to Section 15 Reporting, ensure compliance with Federal and State transit policy. Intergovernmental review of all planning grant applications. State Triennial Review.
- To assist with monitoring and evaluating the services operations and ridership to determine the need and course or implementing service improvements.

PREVIOUS WORK

- Since FY 1992, staff has assisted the LATC and HBL in the preparation of annual budgets, and the purchase of new buses. In FY 1992, staff assisted WMTS in the purchase of a new bus.
- In FY 1993, staff prepared CMAQ project application for the BIW commuter shuttle project. Later that year, MDOT funded the project in the FY 1994-1995 program. Staff subsequently prepared a Section 9 application.
- In 1994, staff assisted MDOT in the policy formulation for a coordinated statewide FTA/human services funding and resource allocation system.
- In 1995, staff began procurement for two additional fixed route buses.
- In the fall of 1994, AVCOG and MDOT contracted with HBL to provide the BIS service.
- In FY 1996, staff and assistance from LATC and LACTS, secured federal funds to acquire two used motor coaches for the BIW commuter shuttle which were obtained and operated in FY 1997. In addition, staff worked with MDOT to obtain a third year of operating assistance.

PRODUCTS AND ACTIVITIES

1. Draft all Section 5307 FTA Planning, Operating and Capital Grants for the Lewiston-Auburn urban area.
2. Quarterly reporting to MDOT/FTA.
3. Grants compliance.
4. Intergovernmental review of planning grant applications.

5. Grant approvals.

METHODOLOGY

- Staff will continue to provide technical assistance to all Section 5307 applicants as it relates to Section 15 Reporting, compliance with Federal, State and local transit policy, etc.
- Staff will continue to perform grants management and contract services.
- Staff will continue to carry out grants management under the federally mandated 3-C planning process.
- Monthly review of the Complementary Paratransit Service being provided by HBL. Identify service problems, delays, complaints, service constraints, etc., for use in updating the ADA Plan.
- Staff will continue to seek advertising revenue to defray the costs of printing new maps and schedules and will also continue to work with ATA to increase revenue from exterior bus advertising.

Funding	FTA Grants Management	Responsibility	
FHWA "PL"		IN-HOUSE	\$15,000
FTA 5307	\$12,000	CONSULT.	
FTA 5303		CAPITAL	
MDOT		MDOT	
AVCOG	\$3,000		
LEW			
AUB			
LIS			
SAB			
OTHER			
TOTAL	\$15,000		

TASK 3 - PROGRAM DEVELOPMENT (Policy Committee)

OBJECTIVE

To provide a contingency fund for supplementing other UPWP tasks. Provide funds for attendance at technical workshops, seminars, courses and other training programs. To provide capital funds to meet the capital needs of the overall urban planning program - historically used for improving the technical capacity of staff.

PREVIOUS WORK

In previous programs, this task has been used for providing supplementary funds for UPWP tasks and to pay for the costs of attendance at technical courses, workshops, etc. A small amount of funds were also used to acquire software packages and reference manuals/books.

PRODUCTS AND ACTIVITIES

1. No specific task is usually associated with this task.
2. There is a need to update transportation planning software used in traffic forecasting, highway capacity analysis, mapping, database, Census Transportation Planning Package, geographic information system, etc. LACTS will evaluate computer capital needs as they relate to networking in-house systems, and more efficient means of field data collection.
3. Annual maintenance agreements associated with travel demand forecasting and geographic information system software.
4. Training for staff.

METHODOLOGY

This task generally does not lend itself to any specific methodology. Prior approval of the LACTS Policy Committee, MDOT, FHWA/FTA will be obtained for workshops/seminars and any equipment purchases over \$500.

Funding	Program Development	Responsibility	
FHWA "PL"	\$12,000	IN-HOUSE	\$10,000
FTA 5307		CONSULT.	
FTA 5303		CAPITAL	\$5,000
MDOT	\$3,000	MDOT	
AVCOG			
LEW			
AUB			
LIS			
SAB			
TOTAL	<hr/> \$15,000		

TASK 4 - 1998-99 Transportation Improvement Program

OBJECTIVE

- To produce a multimodal 1998-99 TIP with a third year supplemental project list. This TIP will be financially constrained by the anticipated federal, state and local funding levels anticipated for each funding program. The LACTS TIP is expected to be adopted in the first quarter of FY 1998
- To produce a State Implementation Plan conformity analysis for the approved TIP.
- To examine and communicate issues affecting transportation funding to the State of Maine and to the Lewiston Auburn area, in particular.

PREVIOUS WORK

- In the 1996-97 UPWP the LACTS Policy Committee approved a prioritized list of projects for forwarding to the Maine Department of Transportation.
- In FY 97 the LACTS committees approved a TIP project selection and prioritization process and document.
- In FY 97 LACTS staff and committees examined the MDOT 2 year capital program, as passed by the State of Maine Legislature in March 1997, with a particular interest in funding equity for the Lewiston Auburn area.
- Staff has kept abreast of discussions regarding the reauthorization of ISTEA and funding implications for the State of Maine and the LACTS area.

PRODUCTS AND ACTIVITIES

1. TIP SIP conformity analysis
2. A financially constrained 1998-2000 Transportation Improvement Program.
3. Activities contributing to a better understanding of transportation funding issues affecting the LACTS area. This will include the establishment of a subcommittee of the LACTS Technical and Policy Committees to discuss funding issues.

METHODOLOGY

1. Develop, analyze, recommend priorities, develop applications and ensure consistency with the LACTS Long-Range Plan.
2. Ensure an adequate public participation process as identified in the LACTS Public Participation Plan
3. Draft and forward adopted 1999-2000 TIP to MDOT and federal agencies.

Funding	TIP	Responsibility	
FHWA "PL"		IN-HOUSE	\$7,500
FTA 5307		CONSULT.	
FTA 5303		CAPITAL	
MDOT	\$1,500	MDOT	
AVCOG			
LEW			
AUB			
LIS			
SAB			
OTHER			
TOTAL			\$7,500

TASK 5 - URBAN TRANSIT MARKETING AND ADA PLANNING

OBJECTIVE

To improve transportation services and options available to commuters, students, elderly, disabled and transit dependent people with an emphasis on improvements envisioned by the Americans with Disabilities Act (ADA) through marketing assistance, planning and research on an on-going, consistent and systematic basis.

To assist LATC/HBL and WMTS in the marketing of new and modified transit services resulting from the 1995 LACTS Fixed-Route Bus Study.

To update the 1996 ADA Plan prepared by HBL/LATC and endorsed by LACTS. To maintain full compliance of the urban public transportation system under ADA.

PREVIOUS WORK

MARKETING

- In FY 1994, staff completed a regional TDM study which included an intensive employer survey (38) firms of the area. This survey resulted in numerous leads for marketing transit;
- In FY 1995, Alternate Transit Advertising, Inc., was retained to boost advertising revenue, an Evaluation of Transit Service for Persons with Disabilities in the L-A Area was completed by KHA and Associated; and LACTS completed a Study of the Fixed-Route System in Lewiston-Auburn;
- Staff developed a Marketing Plan for the BIW Express with Alternate Transit Advertising (ATA), MDOT and HBL. The plan included logo designs, radio and newspaper advertisements, "dock and ride" signs, posters, flyers, brochures, schedules, electronic signage at BIW, direct marketing, etc.
- In FY 1997, LACTS will have completed a transit garage feasibility study for the Lewiston Auburn Transit Committee bus services as currently operated by Hudson Bus Lines, and Western Maine Transportation Services. This study will identify whether a new facility is needed. With the completion of this study, a site location study
- In FY 1997 staff assisted LATC developed an advertising swap with a local radio station(s). It is expected that this will help fill space that could not be leased by Alternate Transit Advertising. In exchange, The Bus receives "free" advertising time on a local radio station, with the number of spots dependent on available advertising space on vehicles.

ADA

- In FY 1992 to FY 1997, AVCOG has prepared and submitted an ADA Complementary Paratransit Plan for federal, state and local review;
- In FY 1995, staff drafted the LATC ADA Complementary Paratransit Policies and Procedures manual, in addition to updating the ADA Plan. AVCOG commissioned Katherine Hooper and Associated to evaluate the existing service and ADA process. This study resulted in the 1995 ADA Service Performance Evaluation which was approved by LATC and LACTS. Staff assisted LATC in the first year evaluation of service. LATC granted WMTS a contract extension for ADA Complementary Service.

- After limited operating assistance funds forced WMTS to cease providing ADA complementary paratransit service for the LATC service, Hudson Bus Lines started to provide this service in February 1997. Two lift-equipped vans were purchased for this purpose.
- In March 1997, staff worked with HBL to procure paratransit scheduling software and a computer, both of which will help cut down HBL staff time and coordinate trip scheduling.

PRODUCTS AND ACTIVITIES

1. Distribute new route maps, schedules, informational aids at kiosks, promotional material, campaigns, etc.
2. Prepare a 1997 ADA Complementary Paratransit Plan Update with appropriate information forwarded to FTA and MDOT and update the ADA Policies and Procedures.
3. Ongoing implementation of the public outreach and public administrative recommendations resulting from the 1994 LACTS TDM Study, the 1995 Evaluation of Transit for People with Disabilities, the 1995 LACTS Fixed-Route Transit Study and the not yet completed Route 196 TDM Study, The Regional Long Range Transit Plan and Intermodal Passenger Study.
4. Evaluate the ADA complementary paratransit ridership, costs and the potential for coordination and cost efficiencies.
5. Implementation and update of a marketing plan for the service(s) including pass sales program, advertising, schedules, route maps, distribution, etc.
6. Coordination of transit services to gain cost efficiencies and ridership.
7. Development of a database and reporting system for monthly reports/reimbursement program with MDOT to include ridership, eligible operational costs, service quality assessment, etc.
8. Continued development of new advertising sponsors to defray costs of service and enhance marketing efforts.

METHODOLOGY

- Assist communities through procurement review of capital equipment to ensure ADA compliance
- Staff will make efforts to increase the partnership role of BIW for the benefits of the company and its personnel, and coordinate efforts with the BIW Express, the Lisbon Connection and THE BUS.
- Staff will seek to improve the BIW services existing five bus stops and the Lisbon Connection stops with parking improvements, bus shelters, signage and information, etc.
- Staff will attempt to link the service(s) with other existing and proposed services to improve ridership particularly those services developed as part of other UPWP studies.

Funding	Urban Transit Marketing and ADA Planning	Responsibility	
FHWA "PL"		IN-HOUSE	\$17,500
FTA 5307	\$14,000	CONSULT.	
FTA 5303		CAPITAL	
MDOT		MDOT	
AVCOG	\$3,500		
LEW			
AUB			
LIS			
SAB			
OTHER			
TOTAL	\$17,500		

Data Support and Short Range Planning

This group is comprised of tasks where further development of the tools used in transportation planning is needed. It is also comprised of tasks that are short range in nature.

TASK 6 - BASE SAMPLING OF AREA ROADWAYS

OBJECTIVE

- To develop an improved understanding of the underlying condition of roadways in area towns that are likely to be considered for funding through the LACTS project selection process.
- In the past, MDOT has provided cost estimates for projects considered for inclusion in the LACTS project selection process. Often times the underlying condition of the roadway base and sub-base is not known, leading MDOT engineers to assume, for lack of reasonable evidence, that full reconstruction is necessary. This sometimes has lead to cost estimates that are significantly different from the true cost of construction.

PREVIOUS WORK

This is a new task that is an outgrowth of problems with the MDOT cost estimates for LACTS projects considered for inclusion in the BTIP and STIP.

PRODUCTS AND ACTIVITIES

1. Analysis of base material core samples from selected area road sections.
2. A selection for roadways in the analysis process will be developed as part of this task.

METHODOLOGY

With the assistance of the Technical committee, staff will develop a scope of work and an RFP for the study.

Funding	Core Sampling- Area Roadways	Responsibility	
FHWA "PL"	\$10,000	IN-HOUSE	\$1,500
FTA 5307		CONSULT.	\$11,000
FTA 5303		CAPITAL	
MDOT	\$2,500	MDOT	
AVCOG			
LEW			
AUB			
LIS			
SAB			
OTHER			
TOTAL	\$12,500		

TASK 7 - GEOGRAPHIC INFORMATION SYSTEM DEVELOPMENT

OBJECTIVE

To develop a linear referencing system on the LACTS GIS. This will allow LACTS to develop interfaces that display project data on the base map and compare or apply it with other network data.

To further develop the GIS with data gathered by other tasks as well as data acquisition as it relates to other UPWP tasks, i.e. pavement, sidewalk, freight, public transportation, labor statistics, land use, etc.

To construct and maintain transit databases consistent with the FTA National Transit Geographic Information System (GIS) and compatible with the development and utilization of the LACTS GIS for effective transit planning. Databases will be established in accordance with existing national data collection standards, guidelines and recommended practices to ensure data integrity, interoperability and consistency.

PREVIOUS WORK

- This is a continuing task .
- In 1995 and 1996, the services of a consultant were retained to implement the first stage of GIS development. A base map of traffic analysis zones, TAZ Census tract boundaries, road network and other miscellaneous features was created along with a small database of TAZ specific information.
- In FY 1997, AVCOG's connection to Internet services has allowed the establishment of a simple network for printer and file sharing including the ability to plot to a recently acquired ink jet plotter. It has also allowed staff to experiment with the Intergraph VistaMap program..

PRODUCTS AND ACTIVITIES

1. Map accuracy and data automation standards;
2. Linear referencing system;
3. LACTS GIS network;
4. Data acquisition and input; and
5. Map refinement.
6. Databases within the LACTS GIS that will contain operating, revenue, passenger, ridership and trip information, capital equipment, facilities inventory, location of assets, etc.
7. Utilization of GIS for transit planning, rideshare/vanpool, travel demand management, etc.
8. Ongoing education and training on GIS.
9. Timely reports for transportation decision makers.
10. An integrated and spatially coordinated database of all LACTS traffic and transportation-related data.

11. These databases will become part of the LACTS GIS as necessary without duplicating efforts of the MDOT.

METHODOLOGY

1. Determine database components and composition.
2. Track performance review indicators/efficiency measures.
3. Integrate data from the Census Journey-to-Work Planning Package, the LACTS Database, the MDOT Tinnis System, where appropriate, the LACTS Traffic model, statewide demographic and socioeconomic data, etc. to lay the groundwork for the management systems and the Geographic Information System (GIS).
4. Input and maintain a traffic model traffic projection count base.
5. Continue the development of the High Accident Location database.
6. Coordinate with the transit work completed under FTA grants a complete capital inventory of transit equipment in the region.
7. Continue to work with the MDOT Pavement Design Section to develop a database with video footage of the entire ISTEA-eligible roadway network.
8. **Purchase Maintenance Agreements Upgrades and Capital.**
9. **Technical Training for Staff.**

Funding	GIS	Responsibility	
FHWA "PL"	\$8,000	IN-HOUSE	\$15,000
FTA 5307		CONSULT.	\$7,500
FTA 5303	\$10,000	CAPITAL	
MDOT	\$2,000	MDOT	
AVCOG	\$2,500		
LEW			
AUB			
LIS			
SAB			
OTHER			
TOTAL	\$22,500		

TASK 8 - LISBON AND SABATTUS PAVEMENT/SURFACE MANAGEMENT SYSTEM

OBJECTIVE

To develop a Pavement Management System (PMS) for the Towns of Lisbon and Sabattus that meets the particular needs of each community.

PMS is defined as a set of procedures to collect, maintain and report pavement data to assist in the management and decision-making process. In rural towns, in particular, this process can assist a community in deciding when to pave gravel roads.

PREVIOUS WORK

- In FY 1996 and 1997, LACTS and the City of Auburn contracted and managed a consultant to set up a PMS for the city.
- LACTS staff received some training as part of the Auburn study.
- Staff completed a functional reclassification of the roadways in the LACTS area in 1994.
- Staff obtained video-log and conditions data from MDOT for a portion of the federal-aid roadways in the metropolitan area.
- MDOT currently collects pavement condition on functionally classed roadways in each town.

PRODUCTS AND ACTIVITIES

1. Two systems for the two communities, that best suits the needs of each town.
2. The Sabattus system is expected to include an examination of unpaved roads.

METHODOLOGY

LACTS staff will work with representatives from each community in developing an RFP for consultant services. While the consultants proposal should indicate the cost for each community, it is expected that combining the efforts for both towns will achieve some cost savings.

Funding	Lisbon/Sabattus PMS	Responsibility	
FHWA "PL"	\$12,000	IN-HOUSE	\$1,500
FTA 5307		CONSULT.	\$13,500
FTA 5303		CAPITAL	
MDOT		MDOT	
AVCOG	\$1,500		
LEW			
AUB			
LIS	\$1,000		
SAB	\$500		
OTHER			
TOTAL	\$15,000		

TASK 9 - TRAFFIC COUNT PROGRAM

OBJECTIVE

To develop more complete coverage of traffic volumes (AADT) and turning movement counts at selected locations throughout the LACTS region. This program will supplement (not replace) the annual count program carried out by MDOT.

PREVIOUS WORK

- Implementation of the LACTS Supplemental Traffic Count Program was initiated by the LACTS Technical Committee in FY 1996.
- LACTS staff completed over 30 automated traffic recorder counts in FY 1997. These counts were used to support a number of planning efforts.
- LACTS staff worked with MDOT traffic count crews while in the Lewiston-Auburn area. At this time staff was able to observe MDOT count procedures.
- In February of 1997, staff solicited requests for count information from member communities. These communities provided staff with requests at over 60 locations.
- Staff produced a 1994-96 traffic count map for the area identifying available counts from MDOT and other sources.

PRODUCTS AND ACTIVITIES

1. Annual report of supplemental counts with data analysis, trend lines and mapping.
2. Counts will be used to validate outputs from the LACTS Traffic Forecasting Model and will be input into the LACTS GIS..
3. Counts will be used in TASK 11 - TRAFFIC REVIEWS/ASSISTANCE and to supplement special studies.

METHODOLOGY

1. Staff will identify areas that lack traffic count data and continue supplying MDOT and the LACTS communities with this data.
2. Staff will solicit count locations from member communities and identify counting needs in conjunction with special studies.
3. Routine Maintenance of Equipment and purchase of supplies.

TASK 3 - TRAFFIC COUNT PROGRAM

Funding	GIS	Responsibility
FHWA "PL"	\$10,000	IN-HOUSE
FTA 5307		CONSULT.
FTA 5303		CAPITAL
MDOT	\$2,500	MDOT
AVCOG		
LEW		
AUB		
LIS		
SAB		
OTHER		
TOTAL	\$12,500	

TASK 10 - TRAFFIC FORECASTING

OBJECTIVE

- The ongoing development of the LACTS travel demand model is the primary objective of this task. It is expected to be primarily an "in-house" effort with consultant assistance in only a few key areas.
- Under this task staff will assist member agencies and towns with traffic model work in support of such efforts as estimating traffic for the Maine Turnpike Interchanges and other studies
- Much of the staff's work with the model will be with a number of UPWP tasks discussed elsewhere in this document.
- To provide data requested by MDOT in support of the TIP conformity analysis and for other transportation projects conducted by MDOT and other agencies in the modeled area.
- To allow for continued staff development and education in making the model more useful to LACTS.
- To make use of the statewide travel demand model, as being developed by the Maine Department of Transportation, to improve the understanding of trips traveling from/to areas outside the study area.

PREVIOUS WORK

- In 1997, additional coding errors were discovered in the model modifications being completed for the Maine Turnpike Interchange project.
- In 1997, LACTS, at long last, received the final revised version of the model
- In 1995, the model was again improved through the use of a consultant, to predict congestion at all 58 signalized intersections in the LACTS area and to predict peak -hour travel (in addition to the 24-hour capabilities it already had). Additionally, the trip generation rates, equations and trip length parameters were updated and refined.
- In 1996, the model was improved to include the conversion of TRIPS files to the QRS-II traffic model. The QRS II model was then used to predict intersection and link volumes for the FY 96-97 TIP projects and for locations identified by the MTA Interchange Program in Lewiston, Auburn and Sabattus.

PRODUCTS AND ACTIVITIES

1. Model runs for planning studies listed in this UPWP;
2. Model runs for the SIP conformity process;
3. Geographic expansion of the transportation network; and
4. The 1992 land use data currently used by the model will require an update to assure reliability. An option chosen by many states is to use employment statistics collected by the Department of Labor. It will be the intent to begin using DOL employment statistics, if available, to minimize the costly land use update which will otherwise be required.

METHODOLOGY

- A detailed scope of work will become part of this document prior to beginning the request-for-proposal (RFP) process for data acquisition.

- Staff will work with the Department of Labor to obtain employment statistics by traffic analysis zone.
- Model expansion will be carried out in house with some data acquisition from outside sources.

Funding	Travel Model	Responsibility	
FHWA "PL"	\$16,000	IN-HOUSE	\$18,000
FTA 5307		CONSULT.	\$2,000
FTA 5303		CAPITAL	
MDOT	\$4000	MDOT	
AVCOG			
LEW			
AUB			
LIS			
SAB			
OTHER			
TOTAL	\$20,000		

TASK 11 - TRAFFIC REVIEWS/PLANNING ASSISTANCE

OBJECTIVE

To provide transportation and traffic engineering/planning assistance to LACTS' municipalities on an as requested basis. Generally, these tasks should be able to be completed in less than 20 staff-person hours. A task that is expected to require more time than this will be brought to the LACTS committees for approval for funding under Task 11 or as a separate task. This task also provides staff time to respond to requests from the municipalities and public at large for traffic and transportation related data including land use, Census journey-to-work, traffic counts, traffic forecasting data and more.

PREVIOUS WORK

Traffic review/assistance is an ongoing LACTS function.

PRODUCTS AND ACTIVITIES

1. Written response to all municipal requests for assistance;
2. Written or telephone response to all public requests for data; and
3. Technical memorandum and reports as requested by the LACTS Technical Committee; staff review of conclusions with Technical Committee

METHODOLOGY

- Make determination that the traffic concern will likely take less than 20 staff hours;
- Review past studies in the vicinity of the study area;
- Complete additional data collection, if necessary;
- Analyze the data and review potential recommendations within the context of the long-range plan; and
- Prepare a written response to the Technical Committee with recommended actions.

Funding	Assistance	Responsibility	
FHWA "PL"	\$12,000	IN-HOUSE	\$15,000
FTA 5307		CONSULT.	
FTA 5303		CAPITAL	
MDOT	\$3000	MDOT	
AVCOG			
LEW			
AUB			
LIS			
SAB			
OTHER			
TOTAL	\$15,000		

TASK 12 - TRAFFIC SIGNAL MANAGEMENT SYSTEM

OBJECTIVE

- Update the traffic signal inventory completed by MDOT in 1992.
- Compare and contrast the existing conditions of traffic signal systems present in the LACTS region with the technology that exists today.
- Develop a plan for signal system improvements.

PREVIOUS WORK

- 1982 Traffic Signal Management Study which assembled existing conditions of 63 signalized intersections in the LACTS area.
- 1985 Lewiston CBD Signal Review which focused on traffic flow on the Main, Lisbon, Bates, Canal and Lincoln Street corridors.
- 1992 MDOT Clean Air Traffic Signal Optimization Project which inventoried the signalized intersections in the nonattainment areas of Maine as well as developed a prioritized list of improvement strategies for each signalized location.

PRODUCTS AND ACTIVITIES

1. An updated traffic signal inventory; and
2. An implementation plan for signal improvements taking into account the technology that exists today.

METHODOLOGY

- Update the 1992 MDOT signal inventory with respect to projects completed between 1992-1996;
- Review existing traffic signal technology especially that relate to signal systems;
- Develop an improvement plan for the LACTS region including funding mechanisms and schedules; and
- Develop a database to store signal inventory and propose a workplan to integrate a traffic signal management system into the LACTS' GIS.

Funding	Signal Management	Responsibility	
FHWA "PL"	\$9,600	IN-HOUSE	\$4,000
FTA 5307		CONSULT.	\$8,000
FTA 5303		CAPITAL	
MDOT	\$2,400	MDOT	
AVCOG			
LEW			
AUB			
LIS			
SAB			
OTHER			
TOTAL	\$12,000		

TASK 13 - LEWISTON LOWER BRANCH PLANNING

OBJECTIVE

- The Lewiston Lower Branch is a currently unutilized rail right-of-way running from downtown Lewiston to Brunswick. The section in the LACTS area is owned by Guilford Transportation which has formally announced their intention to sell the right-of-way. The Topsham and Brunswick sections have already been purchased by the State of Maine within the past few years.
- LACTS has formally requested that the State of Maine Acquire the remaining section of right-of-way on the LLB. It is the intent of this effort to examine data regarding the right-of-way in anticipation of its purchase by the State of Maine. A more comprehensive master planning effort could be conducted at that time. However, the data collected in this study could begin to identify what the potential for the right-of-way might be. Furthermore, it would allow the area to be better prepared if the rail line is abandoned.

PREVIOUS WORK

- While LACTS has not formally expressed how the right of way would be used, restoring rail service south of the Maine Turnpike and a pedestrian/bicycle way north of the turnpike was discussed in the LACTS Bike and Pedestrian Plan.

PRODUCTS AND ACTIVITIES

1. A detailed description and general report of existing conditions of the rail bed and structures.
2. Identification of issues to be considered regarding future uses of the right of way
3. Mapping of the right-of-way with the LACTS GIS including abutting property. Including acquisition of aerial photography of the right-of-way.

METHODOLOGY

A detailed methodology will be defined and included as part of the work program.

Funding	Lewiston Lower Branch	Responsibility	
FHWA "PL"	\$3,000	IN-HOUSE	\$12,500
FTA 5307		CONSULT.	
FTA 5303	\$2,000	CAPITAL	
MDOT	\$2,000	MDOT	
AVCOG	\$500		
LEW			
AUB			
LIS			
SAB			
OTHER			
TOTAL	\$12,500		

Planning with Implementation

As the designated Metropolitan Planning Organization (MPO), LACTS is charged with the task of defining long term and short term transportation strategies for the area. What LACTS has tended not to do, is get involved in implementing these strategies. LACTS and its host agency, AVCOG, are often the logical choice to implement specific actions because the agencies are regional in nature.

TASK 14 - RIDESHARE/VANPOOL

OBJECTIVE

Establish the structure of a rideshare program in the region by outlining a course of action, determining programmatic needs (staffing, hardware/software, marketing, etc.), and determining the responsible agency to carry out such a program.

To work with area employers to encourage employment based rideshare programs.

PREVIOUS WORK

- In 1994, T.Y. Lin International completed *An Assessment of Travel Demand Management Strategies for the Lewiston-Auburn Region* for LACTS that clearly indicated the need for "rideshare promotion and matching", "preferential parking for carpools/vanpools", "guaranteed ride home program", and "financial rideshare incentives". The study recommended marketing rideshare to major employers.

PRODUCTS AND ACTIVITIES

1. Rideshare Program Scope, including goals and objective, staff and capital requirements and a budget.
2. Employers and contact persons from those companies that are interested in developing an in-house rideshare program for their employees.
3. Database within the LACTS GIS that will contain employer information.
4. Data collection (employer workforce, employee participation, number of carpools, number of people per carpool, etc.).

METHODOLOGY

- Develop a rideshare program project scope consistent with the area transportation planning efforts and the LACTS Long Range Transportation Plan.
- Employer outreach, by way of, developing a master list of employers, contacting these employers, explaining rideshare benefits, providing start-up assistance, etc.
- Develop data base composition for data collection and GIS integration.

Funding	Vanpool/Carpool	Responsibility	
FHWA "PL"		IN-HOUSE	\$8,500
FTA 5307	\$3,500	CONSULT.	\$2,000
FTA 5303	\$4,500	CAPITAL	
MDOT		MDOT	
AVCOG			
LEW			
AUB			
LIS			
SAB			
MTA	\$2,000		
TOTAL	\$10,000		

TASK 15 - ROUTE 196 TDM IMPLEMENTATION PLAN

The Maine Department of Transportation (MDOT) in conjunction with AVCOG and LACTS have joined forces to plan, fund and implement TDM Strategies in the Route 196 corridor between Lewiston and Brunswick. The study is to be performed by LACTS and AVCOG staff. This work program funds only that portion of the corridor within the LACTS planning area. Started in FY 1997, this UPWP task funds the completion of the reports and implementation activities.

OBJECTIVE

The purpose of the Route 196 TDM Plan is to guide the implementation of short, medium and long term TDM actions and projects in the corridor satisfying the following goals:

- Improve operations and safety,
- Maximize the use of public transportation,
- Reduce infrastructure investment costs,
- Promote the development of transit markets by providing a realistic alternative to the single occupant vehicle, and
- Increase the percentage of person-trips made on modes other than the single occupant vehicle.

PREVIOUS WORK

This program was started in FY 1997. Report 1, the examination of existing conditions, has been completed. This report included a survey of corridor and area employers.

PRODUCTS AND ACTIVITIES

(See Scope of Work in Appendix)

METHODOLOGY

(See Scope of Work in Appendix)

Funding	Rt. 196 TDM	Responsibility	
FHWA "PL"	\$5,000	IN-HOUSE	\$6,250
FTA 5307		CONSULT.	\$5,000
FTA 5303	\$4,000	CAPITAL	
MDOT	\$1,250	MDOT	
AVCOG	\$1,000		
LEW			
AUB			
LIS			
SAB			
OTHER			
TOTAL	\$11,250		

Planning Studies

The core of the work program, this series of tasks includes long and medium range studies whose recommendations are generally expected to be implemented in the 5- 20+ year time horizon.

TASK 16 - ACCESS MANAGEMENT

OBJECTIVE

Apply accepted access management practices to Sabattus Street in Lewiston from Main Street to Pond Road, and Minot Avenue in Auburn from Union Street Bypass to Merrow Road.

PREVIOUS WORK

- In 1997, an Arterial Access Management Study was completed for Center Street in Auburn and Main Street in Lewiston. Meetings were held with the Auburn Planning Board to discuss the specific recommendations of the plan.
- As part of the resurfacing project on Center Street, the City of Auburn hopes to implement approximately 2 dozen of the specific recommendations.
- LACTS is going through MDOT's aerial photography contractor for flights of Sabattus Street and Minot Avenue.

PRODUCTS AND ACTIVITIES

1. Staff will develop improvement plans for these corridors. The plans will include recommendations pertaining to lane configuration, entrance locations, intersection geometrics, and sight distances;
2. Planning board workshops;
3. Short and long-range improvements;
5. An evaluation of municipal ordinances geared toward making proposals to modify any ordinances that may lack up-to-date access management techniques; and
6. Aerial photography enlarged to a 1" = 50' scale for this study, as well as, for general planning purposes.

METHODOLOGY

Arterial Access Management methodology is included as an appendix.

Funding	Access Management	Responsibility
FHWA "PL"	\$12,000	IN-HOUSE
FTA 5307		CONSULT.
FTA 5303		CAPITAL
MDOT	\$3,000	MDOT
AVCOG		
LEW		
AUB		
LIS		
SAB		
OTHER		
TOTAL	\$15,000	

TASK 17- FREIGHT MOVEMENT PLAN

OBJECTIVE

- To establish the region's first long-range freight management plan.
- To insure participation of the goods movement industry in the MPO planning process.
- Coordinate work efforts with RTAC 7 to arrive at a plan that will best serve our combined regions.

PREVIOUS WORK

- In 1992, LACTS completed the Lewiston Truck Route Study and in 1993 completed an area-wide Truck Route Study.
- In 1993, the City of Auburn and the MDOT completed a traffic study of the CMAQ funded Intermodal Truck-to-Rail Transfer Facility off Lewiston Junction Road in Auburn.
- In 1994, staff began a review of all past related studies as well as a review of the ISTEA guidelines requiring MPOs to consider freight shipping in their long-range planning efforts and program selection procedures.
- In 1996, staff conducted a freight movement survey in conjunction with RTAC 7. This afforded a greater geographical coverage and a more thorough coverage of carriers within the region.

PRODUCTS AND ACTIVITIES

1. A long-range freight movement plan for the MPO area that identifies impediments and recommended improvements needed to ensure the safe and efficient movement of goods.
2. A freight movement task force comprised of shippers, railroads, trucking firms, consultants, economic development experts, the Chamber of Commerce, and government officials.

METHODOLOGY

- With the Technical and Policy Committees, develop a freight movement task force;
- Review the MDOT's Statewide Rail Transportation Plan, Intermodal Plan, the New England Transportation Initiative Study Reports;
- Review local and regional studies pertaining to goods movement including the traffic impact study of the Auburn Intermodal Facility and the Auburn-Lewiston Airport Master Plan;
- Conduct vehicle classification counts and utilize the recent update of the LACTS land use database, the LACTS traffic forecasting model, the Area-wide Truck Route Study to develop truck-demand forecasts for the area;
- Identify the current and future importance of air cargo movement in the region;
- Develop methodology for evaluating the operation of the existing goods movement system for the purpose of establishing potential economic impacts, including capacities of mode, freight routes, corridors,

schedules, capacity utilization by mode, major shipping and receiving locations, origin and destination zones for goods, traffic volumes, time required for hauling and transfer by mode, etc.;

- Examine local, state and federal policies related to goods movement;
- Assess the region's intermodal facilities and access;
- Identify geometric, pavement, bridge, rail, etc. impediments and constraints to goods movement in the area;
- Identify planned or proposed major future investments in freight shipping infra-structure; and
- Review alternative improvements and evaluation impacts (economic, air quality, system performance, congestion, etc. and associated risks).

Funding	Freight Planning	Responsibility	
FHWA "PL"	\$12,000	IN-HOUSE	\$15,000
FTA 5307		CONSULT.	
FTA 5303		CAPITAL	
MDOT		MDOT	
AVCOG			
LEW			
AUB			
LIS			
SAB			
MTA	\$3,000		
TOTAL	\$15,000		

TASK 18 - INTERMODAL PASSENGER TRANSPORTATION STUDY

OBJECTIVE

*** This study will develop an Intermodal Plan for the areas surrounding Exits 12 and 13 of the Maine Turnpike to provide safe, convenient and efficient interface areas between all modes of transportation.

PREVIOUS WORK

(See Scope of Work in Appendix)

PRODUCTS AND ACTIVITIES

(See Scope of Work in Appendix)

METHODOLOGY

(See Scope of Work in Appendix)

Funding	Rt. 196 TDM	Responsibility	
FHWA "PL"	\$31,000	IN-HOUSE	\$5,000
FTA 5307		CONSULT.	\$45,000
FTA 5303	\$2,000	CAPITAL	
FTA 5303- Car.For.	\$6,500	MDOT	
MDOT			
AVCOG			
LEW			
AUB			
LIS			
SAB			
OTHER (MTA)	\$10,500		
TOTAL	\$50,000		

TASK 19 - TRANSIT & PASSENGER TRANSPORTATION PLAN

OBJECTIVE

- Comprehensively answer the following questions: is transit provided to this area in the most effective and efficient way possible? If not, what are the long term and short term strategies that might improve services provided to the public? Among other concerns, we should assess whether a core fixed route system is the most effective way to provide transportation to those who are most dependent on it. On the other hand, is it more effective, for those that do have other transportation choices, than an expanded paratransit system? Is it necessary for meeting the areas other transportation goals?
- Develop goals and objectives for the LACTS area and the surrounding region focusing on available public and private transit services, community needs, funding sources and the allocation of these funds, and coordination of services.
- Establish a LACTS Transit Sub-Committee of interested persons from transit agencies, agencies with transit needs, the private sector, local officials, MDOT, etc.
- Recent proposals for a new federal transportation program for welfare to work make this an especially appropriate time to reassess how transit is provided and how it might change.

PREVIOUS WORK

- Preliminary meetings have been held with key transit providers in the area to determine the direction of the sub-committee and the sub-committee structure.
- Transit Garage study was completed in 1997, having examined the need for a new transit system garage for the Lewiston Auburn Transit Committee service and the Western Maine Transit Services.
- In 1995, LACTS and TYLIN completed a fixed route study for LATC which examined a number of issues related to the HBL service. This study briefly examines the more comprehensive questions discussed above.
- LACTS is currently working with AVCOG on a Route 196 TDM study expected to be completed in the first half of FY 1998.

PRODUCTS AND ACTIVITIES

1. A LACTS Transit Sub-Committee responsible for providing transit information to the Policy Committee.
2. Survey of ADA and other paratransit and fixed route patrons.
3. A means for allocating resources.
4. Short range and long range transit plans for LACTS and the region that will define transit and capital needs.
5. Transit investment plan.

METHODOLOGY

- Establish the transit sub-committee.

- The transit Sub-Committee in conformance with the Policy committee will develop a detailed scope of work.

Funding	Transit Plan	Responsibility	
FHWA "PL"		IN-HOUSE	\$25,000
FTA 5307	\$5,500	CONSULT.	\$16,000
FTA 5303	\$2,660	CAPITAL	
5303 Carry Over	\$24,840	MDOT	
MDOT			
AVCOG	\$4,000		
LEW			
AUB			
LIS			
SAB			
MTA	\$4,000		
TOTAL	\$41,000		

TASK 20 - COURT STREET MINOT AVENUE CORRIDOR STUDY

OBJECTIVE

- To assess the future local and regional traffic impacts of alternative traffic routings in the Minot Avenue and Court Street corridor in Auburn.
- To determine if planned improvements will encourage additional traffic to use Court Street between its eastern and western intersections with Minot Avenue. Following this, to examine design characteristics for Court Street improvements that might mitigate increases in speed and traffic.

PREVIOUS WORK

- Court Street roadway improvements have been staged over the last decade, with the first improvements taking place at the western end of the street including a widening of the bridge over Taylor Brook. At the same time the road has seen significant increases in traffic due, in part, to these road improvements.
- LACTS is currently engaged in an access management study for Minot Avenue whose goal is to improve the traffic carrying capacity and safety.
- In reviewing the design of planned improvements to other sections of Court Street, Several City officials expressed concerns that there may be further increases in traffic flow and speeds.

PRODUCTS AND ACTIVITIES

- Establish a Committee of LACTS and City of Auburn representatives to oversee this effort.
- Develop a report on the findings of this group

METHODOLOGY

- The LACTS QRS II based travel demand model will be employed to assess the overall traffic impacts in this corridor
- An advisory committee comprised of members of the LACTS committees and the City of Auburn will be formed to examine the issue.
- Among the initial responsibilities of this advisory group will be to refine the work plan.
- Among the items to be examined will be traffic calming measures

Funding	Court Street Corridor	Responsibility	
FHWA "PL"	\$12,000	IN-HOUSE	\$15,000
FTA 5307		CONSULT.	
FTA 5303		CAPITAL	
MDOT		MDOT	
AVCOG			
LEW			
AUB	\$3,000		
LIS			
SAB			
OTHER			
TOTAL	\$15,000		

TASK 21 - EXIT 13 TURNPIKE NETWORK STUDY

OBJECTIVE

- To assess the future local and regional traffic impacts of alternative routings, from the "committed" Webster Street Connector project (at Mitchell Street) to the Russell Street corridor.

PREVIOUS WORK

- In 1966, the LACTS Long Range Transportation Plan identified a general problem with trips between areas outside the CBD using the hub and spoke system of arterials to make connections in the central area. The plan proposed a circumferential roadway to satisfy these emerging travel demands. Some elements of an "inner 4 lane circumferential" roadway have been completed including the Veterans Bridge. The Webster Street Connector, another element of the circumferential road will go to construction in FY97.
- In 1993, LACTS conducted a study of the feasibility and need for constructing grade separated intersection at either end of the Veterans Memorial Bridge.
- In 1996, a consultant to LACTS completed a Truck and Safety Study of the Lewiston East-Side Corridor examining both existing truck and safety issues and future conditions following the completion of the committed Webster Street connector project.

PRODUCTS AND ACTIVITIES

(See Scope of Work in Appendix)

METHODOLOGY

(See Scope of Work in Appendix)

Funding	Turnpike Connector	Responsibility	
FHWA "PL"	\$12,000	IN-HOUSE	\$15,000
FTA 5307		CONSULT.	
FTA 5303		CAPITAL	
MDOT		MDOT	
AVCOG			
LEW	\$3,000		
AUB			
LIS			
SAB			
OTHER			
TOTAL	\$15,000		

TASK 22 - SIDEWALK MASTER PLAN

OBJECTIVE

- Develop a work plan of sidewalk improvements for the LACTS area.
- Develop a work plan of future new sidewalk construction.
- Develop a database of sidewalk inventories and integrate with the LACTS' GIS.

PREVIOUS WORK

- 1996-97 sidewalk inventory in which existing conditions were collected for sidewalks in the LACTS area.
- The LACTS Pedestrian and Bicycle Plan was completed in 1995

PRODUCTS AND ACTIVITIES

1. Database of sidewalks and their conditions; and
2. Recommended strategy for improvement of existing sidewalks as well as proposals for new sidewalk locations.

METHODOLOGY

- Complete the inventory of sidewalks by creating a database of existing conditions using the LACTS GIS.
- Form an advisory committee composed of representatives of LACTS communities.
- Develop a list of typical treatment strategies and costs for sidewalk rehabilitation.
- Create a workplan of sidewalk rehabilitation by municipality that can be used as input for the CIP and TIP.
- Propose a maintenance plan for typical sidewalks.
- Integrate the sidewalk inventory with LACTS' GIS.

Funding	Sidewalk Master Plan	Responsibility	
FHWA "PL"	\$8,000	IN-HOUSE	\$15,000
FTA 5307		CONSULT.	
FTA 5303	\$4,000	CAPITAL	
MDOT	\$2,000	MDOT	
AVCOG	\$1,000		
LEW			
AUB			
LIS			
SAB			
OTHER			
TOTAL	\$15,000		

TASK 23 - UPDATE - LONG RANGE TRANSPORTATION PLAN

OBJECTIVE

- To comply with current federal regulations that call for MPO in non attainment areas to update their long range plans at a minimum of every three years. The LACTS Long Range Plan update was approved by the LACTS Policy Committee in November of 1995 necessitating for an update by November 1998.
- By federal regulation and practice, the nature of the update is at least somewhat flexible. The minimum reasonable update should reexamine the policies and programs to see if they are still valid after three years, and provide an opportunity for members of the public to be involved and comment on the plan.

PREVIOUS WORK

- The current LACTS Long Range Plan was updated in November 1995.

PRODUCTS AND ACTIVITIES

1. An updated LACTS multi-modal transportation plan that meets the socioeconomic, land use, development and environmental needs of the region and is consistent with the requirement set forth in ISTEA and the Clean Air Act Amendments.
2. An opportunity for goal setting and visioning allowing the LACTS Policy Committee to develop strategies for the area that will make the best use of all available transportation funds.

METHODOLOGY

The plan update will include:

- projects developed as part of other planning efforts;
- all items required by federal law and regulation including a consideration of the "16th factor"- Tourism, a SIP conformity determination and a public involvement process;
- an examination of the likely impacts of major recommended projects employing the LACTS QRSII travel demand model;

Funding	Long Range Plan Update	Responsibility	
FHWA "PL"	\$12,000	IN-HOUSE	\$15,000
FTA 5307		CONSULT.	
FTA 5303		CAPITAL	
MDOT	\$3,000	MDOT	
AVCOG			
LEW			
AUB			
LIS			
SAB			
OTHER			
TOTAL	\$15,000		

TASK 24 - CLEAN CITIES PLANNING

OBJECTIVE

Clean Cities is a locally-based government/industry partnership, coordinated by the US Department of Energy to expand the use of alternatives to gasoline and diesel fuel. It creates an effective plan, carried out at the local level for creating a sustainable, nationwide alternative fuels market.

The program has the following objectives:

- Reduce reliance on foreign energy sources
- Advance Clean Air objectives
- Create new jobs and commercial opportunities
- Facilitate alternative fuel vehicle production and conversion
- Promote a good public image of the area
- Provide greater fuel choices
- Develop "Clean Corridors"
- Expand refueling infrastructure
- Support regulated fleets

PREVIOUS WORK

- Androscoggin County, including the Lewiston Auburn area, was defined an ozone precursor non attainment area following the federal Clean Air Act Amendments. A SIP maintenance plan and redesignation request was submitted in 1995.
- LACTS and the MDOT have submitted conformity determinations since 1993 for the LACTS TIP and State TIP.
- The Portland area is in the process of completing their Clean Cities Plan.

PRODUCTS AND ACTIVITIES

1. Develop a Clean Cities Plan
2. Draft and Sign a Memorandum of Understanding

METHODOLOGY

1. Appoint a Clean Cities Coordinator
2. Hold Stakeholder Meetings:
 - Elected officials
 - State energy, transportation and energy offices
 - Public and private fleet operations
 - Alternative Fuel Vehicle dealers/conversion companies
 - Federal Agencies - DOE GSA EPA USPS DOT
 - Environmental organizations

- Local utilities and fuel suppliers

Funding	Clean Cities	Responsibility	
FHWA "PL"	\$8,000	IN-HOUSE	\$12,500
FTA 5307		CONSULT.	
FTA 5303	\$2,000	CAPITAL	
MDOT		MDOT	
AVCOG			
LEW			
AUB			
LIS			
SAB			
MTA	\$2,500		
TOTAL	\$12,500		

TASK 25 - MDOT AUDIT REPORTS/REVIEWS

OBJECTIVE

To perform pre-audit evaluations of consultant agreements as applicable. Review and acceptance of prior year annual program audit. Review indirect cost rates.

PREVIOUS WORK

Pre-audit for consultant contracts and program audits have been completed as necessary.

PRODUCTS AND ACTIVITIES

1. No specific product is associated with this task.

METHODOLOGY

The Internal Audit Section of MDOT will perform pre-audit evaluation of consultant agreements to be executed by the MPO. Indirect cost rates and prior year annual program audits will be reviewed and accepted by MDOT.

Funding	MDOT Audit	Responsibility	
FHWA "PL"	\$800	IN-HOUSE	
FTA 5307		CONSULT.	
FTA 5303		CAPITAL	
MDOT	\$200	MDOT	\$1,000
AVCOG			
LEW			
AUB			
LIS			
SAB			
OTHER			
TOTAL	\$1,000		

TASK 26 - MDOT CONTINUING PLANNING PROCESS

OBJECTIVE

To provide for planning capability beyond that covered by LACTS "PL" funded activities.

To provide state coordinated response to the Intermodal Surface Transportation Efficiency Act (ISTEA).

To respond to Special Studies needs.

PREVIOUS WORK

This activity has been included in all previous work programs.

PRODUCTS AND ACTIVITIES

1. Coordination between state, federal and local agencies; attendance at LACTS meetings, coordination of all federally required administrative actions.

METHODOLOGY

Dissemination of information necessary for coordination between federal, state, local and regional agencies;

Attendance of LACTS meetings;

Maintenance of federal-state relationship to expedite administrative actions;

Coordinated air-quality consistency assessment; and

Provide state-of-the-art reports, federal regulatory and other transportation planning information, as necessary.

Funding	MDOT Continuing Planning	Responsibility	
FHWA "PL"		IN-HOUSE	
FTA 5307		CONSULT.	
FTA 5303		CAPITAL	
MDOT	\$16,000	MDOT	\$16,000
AVCOG			
LEW			
AUB			
LIS			
SAB			
OTHER			
TOTAL	\$16,000		

TASK 27 - TRAFFIC MONITORING - MDOT

OBJECTIVE

To maintain current traffic data throughout the LACTS area.

PREVIOUS WORK

Traffic surveillance counts have been performed annually since 1980.

PRODUCTS AND ACTIVITIES

1. A report summarizing the current traffic count locations in the LACTS area.

METHODOLOGY

Forty (40) traffic counts will be conducted at various places throughout the LACTS area.

Funding	Traffic Monitoring	Responsibility	
FHWA "PL"	\$2,000	IN-HOUSE	
FTA 5307		CONSULT.	
FTA 5303		CAPITAL	
MDOT	\$500	MDOT	\$2,500
AVCOG			
LEW			
AUB			
LIS			
SAB			
OTHER			
TOTAL	\$2,500		

Table1

LACTS FY98 BUDGET SUMMARY - *Responsible Agency**Draft*

Cat	#	Task	IN-HOUSE	CONSULT.	CAPITAL	MDOT	TOTAL
	1	Program Administration	\$ 75,000				\$ 75,000
	2	FTA Grants Management	\$ 15,000				\$ 15,000
	3	Program Development	\$ 10,000		\$ 5,000		\$ 15,000
	4	TIP Fair Share Committee Work	\$ 7,500				\$ 7,500
	5	Urban Transit Marketing and Planning	\$ 17,500				\$ 17,500
	Administrative Total		\$ 125,000	\$ -	\$ 5,000	\$ -	\$ 130,000
	6	Core Sampling- Area Roadways	\$ 1,500	\$ 11,000			\$ 12,500
	7	GIS/ Management Systems	\$ 15,000	\$ 7,500			\$ 22,500
	8	Lisbon and Sabattus PMS	\$ 1,500	\$ 13,500			\$ 15,000
	9	Traffic Count Program	\$ 11,500		\$ 1,000		\$ 12,500
	10	Traffic Forecasting	\$ 10,000	\$ 10,000			\$ 20,000
	11	Traffic Reviews/Planning Assistance	\$ 15,000				\$ 15,000
	12	Traffic Signal Management System	\$ 4,000	\$ 8,000			\$ 12,000
	13	Lewiston Lower Branch Planning	\$ 9,350				\$ 9,350
	Data Support/ Short Range Planning Total		\$ 67,850	\$ 50,000	\$ 1,000	\$ -	\$ 118,850
	14	Rideshare/Vanpool	\$ 8,000	\$ 2,000			\$ 10,000
	15	Route 196 TDM Implementation Plan	\$ 6,250	\$ 5,000			\$ 11,250
	Planning with Implementation Total		\$ 14,250	\$ 7,000	\$ -	\$ -	\$ 21,250
	16	Access Management	\$ 15,000				\$ 15,000
	17	Freight Movement Plan	\$ 15,000				\$ 15,000
	18	Intermodal Passenger Transportation Study	\$ 5,000	\$ 45,000			\$ 50,000
	19	Transit Plan	\$ 25,000	\$ 16,000			\$ 41,000
	20	Court Street/Minot Avenue Corridor	\$ 15,000				\$ 15,000
	21	Exit 13/Turnpike Interchange	\$ 15,000				\$ 15,000
	22	Sidewalk Master Plan	\$ 15,000				\$ 15,000
	23	Update- Long Range Plan	\$ 15,000				\$ 15,000
	24	Clean Cities Planning	\$ 12,500				\$ 12,500
	Planning Studies Total		\$ 132,500	\$ 61,000	\$ -	\$ -	\$ 193,500
	25	MDOT Audit Reports/Reviews				\$ 1,000	\$ 1,000
	26	MDOT Continuing Planning Process*				\$ 16,000	\$ 16,000
	27	Traffic Monitoring - MDOT				\$ 2,500	\$ 2,500
	MDOT Total		\$ -	\$ -	\$ -	\$ 19,500	\$ 19,500
	Grand Total		\$ 339,600	\$ 118,000	\$ 6,000	\$ 19,500	\$ 483,100

LACTS FY98 BUDGET SUMMARY - Funding Source (\$)

Draft

Cat	#	Task	FHWA "PL"	FTA 5307	FTA 5303	5303 Ov.	MDOT	AVCOG	LEW	AUB	LIS	SAB	MTA	TOTAL
	1	Program Administration	48000		12000		12000	3000						75000
	2	FTA Grants Management		12000				3000						15000
	3	Program Development	12000				3000							15000
	4	TIP Fair Share Committee Work	6000				1500							7500
	5	Urban Transit Marketing and ADA Planning		14000				3500						17500
	Administrative Total													
	6	Core Sampling- Area Roadways	10000				16500	9500	0	0	0	0	0	130000
	7	GIS	8000		10000		2500							12500
	8	Lisbon and Sabattus PMS	12000				2000	2500				500		22500
	9	Traffic Count Program	10000				1500				1000			15000
	10	Traffic Forecasting	16000				2500							12500
	11	Traffic Reviews/Planning Assistance	12000				4000							20000
	12	Traffic Signal Management System	9600				3000							15000
	13	Lewiston Lower Branch Planning	6000		1500		2400							12000
							1500	350						9350
	Data Support/ Short Range Planning Total													
	14	Rideshare/Vanpool	83600	0	11500	0	19400	2850	0	0	1000	500	0	118850
	15	Route 196 TDM Implementation Plan	5000	3500	4500		1250	1000					2000	10000
				4000										11250
	Planning with Implementation Total													
	16	Access Management	5000	3500	8500	0	1250	1000	0	0	0	0	2000	21250
	17	Freight Movement Plan	12000				3000							15000
	18	Intermodal Passenger Transportation Study	31000		2000	6500							3000	15000
	19	Transit Plan		5500	2660	24840		4000					10500	50000
	20	Court Street/Minot Avenue Corridor	12000							3000			4000	41000
	21	Exit 13/Turnpike Interchange	12000											15000
	22	Sidewalk Master Plan	8000		4000		2000	1000						15000
	23	Update- Long Range Plan	12000				3000							15000
	24	L-A Clean Cities Plan	8000		2000								2500	12500
	Planning Studies Total													
	25	MDOT Audit Reports/Reviews	107000	5500	10660	31340	8000	5000	3000	3000	0	0	20000	193500
	26	MDOT Continuing Planning Process*	800				200							1000
	27	Traffic Monitoring - MDOT	2000				16000							16000
							500							2500
	MDOT Total													
			2800	0	0	0	16700	0	0	0	0	0	0	19500
	Grand Total													
			264400	35000	42660	31340	61850	18350	3000	3000	1000	500	22000	483100

Table 3
Balance of Funds

PL				
FY	Allocation	Projected to YE 6/97	Accumulated Balance	
1996	\$ 200,954.61		\$ 181,470.99	
1997	\$ 226,674.67	\$ 221,791	\$ 186,354	(estimated)
1998	\$ 216,033.86	\$ 264,400	\$ 137,988	(estimated)

FTA Section 8 (5303)				
1996	\$ 44,833		\$ 46,140	
1997	\$ 42,660	\$ 25,463	\$ 63,337	(estimated)
1998	\$ 42,660	\$ 74,000	\$ 31,997	(estimated)

FTA Section 9 (5307)				
1996	\$ 31,200		\$ 24,156	
1997	\$ 35,000	\$ 29,630	\$ 29,526	(estimated)
1998	\$ 35,000	\$ 35,000	\$ 29,526	(estimated)

